

The Hongkong Telegraph

(ESTABLISHED 1841)
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October 1st, 1911. Temperature 10 a.m. 82°; 1 p.m. 84°; 4 p.m. 78°; 7 p.m. 75°; 10 p.m. 72°; 11 p.m. 70°; Humidity 78; 87.

September 30th, 1910. Temperature 10 a.m. 77°; 1 p.m. 78°; 4 p.m. 75°; 7 p.m. 72°; 10 p.m. 70°; 11 p.m. 68°; Humidity 87; 89.

No. 3593

MONDAY, OCTOBER 2, 1911.

號一月十英港

836 For Advertisers
836 For Carriers

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

TURKEY'S CABINET.

(Service to the "Telegraph.")

Bombay, Oct. 2, 7.15 a.m.

Telegrams from Constantinople state that Said Pasha has not been successful in his attempt to form a Cabinet, Kiamil Bey refusing to accept the post of Minister for Foreign Affairs.

AN ITALIAN SUCCESS.

Telegrams from Rome state

that it has been officially announced that Italian destroyers sank two Turkish torpedo-boats near Preveza and captured a yacht and also a steamer with 107 Turkish troops and a large quantity of munitions on board.

IS GREECE IN DANGER?

It is officially announced in Constantinople that Greece is mobilising her army. This seems to forecast Turkish action against Greece.

On the other hand the announcement of the Greek mobilisation is officially denied in Athens.

BOMBARDMENT OF TRIPOLI.

A telegram from Tripoli states that the Italians bombarded the town yesterday morning, but up to the present this has not been confirmed except by a second telegram received in Paris, which mentioned that the bombardment ceased almost immediately.

This message adds that the Turks are retiring into the interior where they are preparing to offer resistance.

SITUATION AT PREVEZA.

Bombay, Oct. 2, 9 a.m.

Telegrams from Constantinople confirm the sinking of two other Turkish destroyers at Preveza and report that the Italians started landing at Preveza under cover of the warships.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

ITALIAN COLLATE ATTACK.

A mob at Salona tore down the emblems of the Italian Consulate, post office schools.

FISHING BOATS DATE.

Italian fishing boats Salona have been confiscated.

PORTO WANTED.

Despatches from Constantinople state that the Porte has addressed a fresh appeal to the Powers, expressing hope that there is still time avert war, and stating that being a reply Turkey will suspend the measures she is entitled to as a result of Italy's violation of war.

ITALIANS IN TURKEY.

The Porte has issued a communique to the papers stating that no moves will be taken against Italian subjects or interests pending result of the appeal to the Powers.

BEIRUT SQUADRON.

Durban, Oct. 2, 5 a.m.
The Turkish squadron from Beirut has arrived in the Dardanelles.

SCOURING THE SEAS.

Telegrams from an Italian seaport on the Adriatic state that Turkish torpedo-boats are scouring the South Adriatic and that shipping is at a standstill.

Reuter's Rome correspondent states that Italian vessels are unable to leave the port owing to the presence of torpedo-boats outside.

TURKISH DESTROYER SUNK.

Bombay, Sept. 30, 1.35 p.m.

Telegrams from Salonika state that an Italian destroyer has destroyed a Turkish destroyer in the harbour of Brza (a fortified seaport in extreme southwest of Turkey) and landed soldiers.

A Turkish steamer has been ordered to Brza.

THE WAR.

ITALIANS OCCUPY TRIPOLI.

THE TOWN BOMBARDED.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

BRITISH OFFICERS RECALLED.

Telegrams from Constantinople state that Great Britain has recalled the British naval officers in the service of the Turkish fleet.

ITALIANS LAND TROOPS.

The Italians have landed troops at Tripoli and Benghazi (capital of the Turkish vilayet of Barca, on the coast of the Gulf of Sidra).

TURKISH CABINET RESIGNS.

Bombay, Sept. 30, 2.20 p.m.

The Turkish Cabinet has resigned.
Said Pasha, President of the Senate, has been appointed Grand Vizier.

Kiamil Pasha, Minister for Foreign Affairs;
Mahmud Shekret remains Minister for War.

OCCUPATION OF TRIPOLI.

Italian press despatches from Tripoli say that an Italian destroyer landed an officer under the white flag yesterday afternoon and demanded the surrender of the forts.

REFUSAL TO CAPITULATE.

According to British Press despatches the Turkish commandant at Tripoli refused to surrender.

A TURKISH ACCOUNT.

A despatch received by the Turkish Ministry of War states that the Italians began to disembark troops in the afternoon, but the Turks sank the first two Italian destroyers.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

TURKISH TRANSPORTS BEACHED.

Telegrams from Athens state that the Premier, M. Venizelos, states that he has received a telegram from Vionitza (in the Gulf of Arta near Preveza) announcing that Italian cruisers pursued and fired upon two Turkish transports with troops on board, which ran themselves ashore near Preveza.

THE BOYCOTT WEAPON.

Despatches from Salonika state that the Committee of the Union of Progress has decided upon the boycott of Italian goods and the expulsion of Italians.

ANXIETY IN TRIPOLI.

An anti-Italian agitation has prevailed in Tripoli. An Italian press despatch from Tripoli describes the population as having been awake all the night long on Thursday.

The Italians and other foreigners gathered at the Italian Consulate and the Moslems spent the night praying in the mosques. There were, however, no disturbances.

THE TURKISH FLEET.

Despatches from Constantinople state that apprehensions are felt for the safety of the Turkish fleet, which is hastening to the Dardanelles from Beirut.

It is reported that Italian warships have appeared off Smyrna and Salonika.

ITALIANS IN TURKEY.

Durban, Sept. 30, 8.20 p.m.
Germany has assumed the protection of Italian subjects and interests in Turkey.

"USELESS BLOODSHED."

The Porte has addressed a fresh appeal to the Powers expressing painful surprise at the action of Italy, and appealing to the Powers to insist upon the Powers to prevent further bloodshed.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

ITALIAN NAVAL ACTIVITY.

Bombay, Oct. 1, 7 a.m.

Telegrams from Constantinople state that Italian warships attacked two Turkish torpedo boats in the morning at Durazzo in the Adriatic.

THE TURKISH FRONTIERS.

The Turkish Government is strengthening the troops on the Greek and Montenegrin frontiers.

THE EXPEDITIONARY FORCE.

Reuter's correspondent at Milan reports that the Italian expeditionary force comprises 35,000 men.

THE DETAILS.

The command comprises eight regiments of infantry and two respectively of Bersaglieri and sharpshooters, which total 25,000, besides a thousand cavalry and artillery, engineers, etc.

FORESIGHT.

The soldiers have been instructed in the customs and religion of the Tripolitans, and have been ordered strictly to respect them.

THE COMMANDER.

General Ganea commands the expeditionary force.

TRANSPORT SERVICE.

Chartered transports have already been fitted and transferred to the navy and are now only awaiting the embarkation of troops.

ITALIAN ENTHUSIASM.

War vessels of all descriptions are leaving the ports amidst fervent enthusiasm. They are bound for various destinations, some under sealed orders.

Reuter's correspondent at Malta states that the remaining European families in Tripoli are in a state of panic, and are fleeing without their property and taking refuge on board British ships.

TO LOCALIZE THE WAR.

According to Reuter's correspondent in Berlin, Germany is sounding the Powers to view to a combination of forces to localize the conflict.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

WEB OF WARSHIPS.

The Italian fleet is spreading in all directions in the Eastern Mediterranean for the purpose of protecting Italian trade and preventing the Turks from attacking the long line of transports going to Tripoli.

THE PREVEZA INCIDENT.

The affair at Preveza resolves itself into an Italian flotilla forcing one Turkish destroyer ashore at Anzire and driving another back to the harbour.

PRECAUTIONS AT BRINDISI.

Durban, Oct. 1, 7.45 p.m.

Reuter's correspondent at Corfu states that the entrance to Brindisi harbour after night-fall is forbidden and all lights are extinguished.

MORAL EFFECT SOUGHT.

According to Reuter's correspondent at Rome, King Emmanuel insists upon being consulted in reference to the orders given in connection with the Tripoli expedition, as the King is anxious that it should be a demonstration of the efficiency of the Italian army and navy in the eyes of Europe.

THE BALKANS.

The Sofia correspondent of Reuter's Agency states that the Bulgarian Government announces that Bulgaria will do her utmost to preserve peace in the Balkans.

BRITISH MEDITERRANEAN FLEET.

According to Reuter's correspondent at Malta the Mediterranean Fleet is expected to-day and most active preparations for its coaling are being made.

PATRIOTISM IN ROME.

Durban, Oct. 1, 11.55 a.m.
There is great patriotic fervour in Rome.
Last evening processions halted in front of the German Embassy and cheered "Italy's friendly ally."

SULTAN AND CABINET.

Telegrams from Constantinople state that the meeting of sixty deputies who demanded the immediate summoning of Parliament sent a deputation to the Sultan.

The Sultan in a speech said: "I desired to convene the Chamber, but the opposition of Hakkî Pasha (late Prime Minister) prevented me. I now decree the immediate convocation of Parliament. I am the great leader. History has never witnessed a worse case of violation of rights than has been committed by Italy. When visiting Adrianople and Salonika, I inspected the fortifications, and saw that the whole Empire was so well guarded. But unfortunately Tripoli has been neglected, and to the indignation and carelessness of the Hakkî Cabinet."

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

TURKISH WATERS.

Durban, Oct. 1, 9.30 p.m.
Reuter's Constantinople correspondent reports that the Porte has notified that the Turkish lights in the Red Sea, Mediterranean, Dardanelles, Aegean Sea and the Adriatic have been extinguished since yesterday.

NATIONAL ANIMOSITY.

An attempt to attack the Italian post office in Stamboul has been frustrated by the police.

TURKISH MAIN SQUADRON.

The whereabouts of the main Turkish squadron which left Beirut on Thursday for Constantinople is at present unknown.

BRITISH SHIPS AT MALTA.

Reuter's Malta correspondent states that five British battleships and three cruisers have arrived.

OPINION IN RUSSIA.

Durban, Oct. 1, 8.45 p.m.
Reuter's St. Petersburg correspondent states that, as is the case elsewhere, Italy's action does not find defenders in Russia, but at the same time the opinion is held that Turkey's misguided international policy is responsible for her isolation.

The Russian Press points out that, despite Peace associations and tribunals, recent events show that might is still right.

NO INTERVENTION.

Durban, Oct. 2, 8.5 a.m.
Reuter's Constantinople correspondent reports that the King of England has replied to a telegraphic appeal from the Sultan regretting his inability to intervene.

The German Emperor replied expressing real friendship and veneration for the Sultan and informing him that he had already instructed the German Ambassador to make an effort to intervene, but isolated action on the part of Germany unsupported by other Powers would be without effect. However, in deference to his Majesty's wishes he would, circumstances permitting, make another proposal of mediation and submit a similar suggestion to the other Powers.

The German Ambassador has explained to the Grand Vizier that it is very unlikely that the Emperor's action will have any result.

ITALY DETERMINED.

The "Daily Telegraph" correspondent at Constantinople states that Germany has intimated that she has already twice approached Italy, the second time promising, but Italy was immovable and indicated that a further attempt would risk the dissolution of the Triple Alliance.
As this would be contrary to the interests of Turkey Germany had, regretfully, concluded that nothing more could be done.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$11,000,000.
RESERVE FUND.....15,000,000
RESERVE LIABILITY OF FBO.....\$1,750,000
PRINCIPALS.....\$11,000,000

COURT OF DIRECTORS:
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E. Shellin, Esq., Deputy Chairman
F. H. Armstrong, Esq.
W. L. Patterson, Esq.
Andrew Forbes, Esq.
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For 3 months, 4 per cent. per annum.
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INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITY OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.
W. DICKSON, Manager.

Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1860.

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PAID-UP CAPITAL.....30,000,000
RESERVE FUND.....17,150,000

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Honolulu San Francisco
Kobe Shanghai
Liao-Yang Tientsin
London
Lyons
Nagasaki

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.
Hongkong, 26th Sept., 1911. [18]

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CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000
Gold \$6,500,000

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For 12 months 4 per cent. per annum.
For 6 " " 3 1/2 " " " " " "
For 3 " " 3 " " " " " "

GEO. HOGG, Manager.
No. 5, Queen's Road Central.
Hongkong, 1st May, 1911. [11]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tals 7,500,000
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BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

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DIRECTOR DER DISCONTO GESellschaft.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHL, Manager.
Hongkong, 16th Mar., 1911. [2]

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Authorised Capital.....£1,400,000
Subscribed.....1,125,000
Paid Up.....662,000
Reserve Fund.....325,000

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London Joint Stock Bank, Ltd.

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Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under:
For 6 months 2 1/2 per cent. per annum.
For 12 " " 3 " " " " " "
F. O. MACDONALD, Acting Manager.

1260]

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A. J. Hughes, Esq., Secretary.
S. G. Wells, Esq., J.A.A. Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies Act, England.
Assets to read.....\$9,571,465.00
Income for Year.....\$9,375,035.00
Income for Year.....\$9,375,035.00
Insurance Fund.....\$9,375,035.00
LEFFERTS KNOX, Esq., District Manager.
D. W. TAPE, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines.
Alexandra Building.
C. ZAWADER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., T. F. Hoang, Esq., C. J. Lafrentz, Esq.
Hongkong, 21st July, 1911. (16)

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Hongkong, 12 Sept., 1911. [1048]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911. [1029]

Intimations



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JOINT SECTIONAL FARE TABLE.

On and after 1st October, 1911, and until further notice the following Fare Table will come into operation. Previous Fares cancelled.

STATIONS.	Hongkong & Kowloon	Hongkong	Yau Ma Tei	Tai Po	Tai Po Market	Fan Ling
HONGKONG AND KOWLOON						
HUNG HOM.	1st 20	20				
	2nd 15	15				
	3rd 10	10				
YAU MATI.	1st 30	30				
	2nd 20	20				
	3rd 10	10				
SHATIN.	1st 60	60				
	2nd 40	40				
	3rd 20	20				
TAI PO.	1st 100	100	80			
	2nd 60	60	40			
	3rd 30	30	20			
TAI PO MARKET.	1st 100	100	80	20		
	2nd 60	60	40	10		
	3rd 30	30	20	5		
FAN LING.	1st 100	100	80	60		
	2nd 60	60	40	30		
	3rd 30	30	20	15		
SHAM CHUN.	1st 180	180	120	80	20	
	2nd 120	120	80	40	10	
	3rd 60	60	40	20	5	
PU KUT.	1st 200	200	120	100	40	
	2nd 100	100	60	50	20	
	3rd 50	50	30	25	10	
LI LONG.	1st 220	220	200	120	60	
	2nd 110	110	100	60	30	
	3rd 55	55	50	30	15	
PING WU.	1st 200	200	220	140	100	
	2nd 130	130	110	70	50	
	3rd 65	65	55	35	25	
TIN TONG WAI.	1st 280	280	220	180	120	
	2nd 140	140	110	80	60	
	3rd 70	70	50	40	30	
SHEK KU.	1st 280	280	220	180	120	
	2nd 140	140	110	80	60	
	3rd 70	70	50	40	30	
TONG TONG HA.	1st 300	300	220	180	140	
	2nd 150	150	110	90	70	
	3rd 75	75	50	45	35	
LUM TSUN.	1st 320	300	220	200	160	
	2nd 160	150	110	100	80	
	3rd 80	75	50	50	40	
CHEUNG MUK TOU & SHEK MA.	1st 340	320	220	220	180	
	2nd 170	160	110	110	90	
	3rd 85	80	50	55	45	
TU TONG.	1st 340	340	220	200	200	
	2nd 170	170	110	130	100	
	3rd 85	85	50	65	50	
SHEUNG PING & MUK LUN.	1st 360	360	220	280	220	
	2nd 180	180	110	140	110	
	3rd 90	90	50	70	55	
WANG LIK.	1st 360	360	220	300	240	
	2nd 180	180	110	150	120	
	3rd 90	90	50	75	60	
NAM SHEH.	1st 360	360	220	300	240	
	2nd 180	180	110	150	120	
	3rd 90	90	50	75	60	
SAI WU.	1st 360	360	220	300	240	
	2nd 180	180	110	150	120	
	3rd 90	90	50	75	60	
SHEK LUNG.	1st 360	360	220	300	240	
	2nd 180	180	110	150	120	
	3rd 90	90	50	75	60	
SHEK LIK KOU.	1st 360	360	220	320	260	
	2nd 180	180	110	160	130	
	3rd 90	90	50	80	65	
SHEK TAN.	1st 400	380	220	340	280	
	2nd 200	190	110	170	140	
	3rd 100	95	50	85	70	
SHEK HA.	1st 420	400	220	360	300	
	2nd 210	200	110	180	150	
	3rd 105	100	50	90	75	
SIEN TSUN.	1st 420	400	220	360	300	
	2nd 210	200	110	180	150	
	3rd 105	100	50	90	75	
NGA YEO.	1st 420	420	220	380	320	
	2nd 210	210	110	190	160	
	3rd 105	105	50	95	80	
TONG MEI.	1st 440	440	220	400	340	
	2nd 220	220	110	200	170	
	3rd 110	110	50	100	85	
SUN TONG.	1st 480	480	220	420	360	
	2nd 240	240	110	210	180	
	3rd 120	120	50	105	90	
NAM KONG.	1st 480	480	220	440	380	
	2nd 240	240	110	220	190	
	3rd 120	120	50	110	95	
WU CHUNG.	1st 500	500	220	460	400	
	2nd 250	250	110	230	200	
	3rd 125	125	50	115	100	
CHE PI.	1st 500	500	220	460	400	
	2nd 250	250	110	230	200	
	3rd 125	125	50	115	100	
SHEK PAI.	1st 500	500	220	460	400	
	2nd 250	250	110	230	200	
	3rd 125	125	50	115	100	
CANTON T.S.T.	1st 500	500	220	460	400	
	2nd 250	250	110	230	200	
	3rd 125	125	50	115	100	

NOTE.—These Fares are quoted in Hongkong only. Return tickets will be issued to 1st and 2nd class passengers at one and a half single fare. Goods Tariff may be had on application at the British Section, Kowloon, and Chinese Section, Canton. Price 30 cents.

By Order,
E. S. LINDSAY, Manager,
British Section,
Canton-Kowloon Railway.

By Order,
Inspector,
Chinese Section,
Canton-Kowloon Railway.

S.O.A.E.O.

NOTICE.
The Far East Oxygen and Acetylene Co., Ltd., has been formed for the purpose of supplying Oxygen, Acetylene, and other gases for industrial and domestic use. The Office is at 57, GEORGE'S BUILDINGS, 1st Floor, London.

OUR CONTEMPORARIES.

What They Think.

China Mail.

A Bolt from the Blue.
What ground there is for the Italian complaints we cannot say, but it does seem to us that Italy has acted with undue haste in declaring war at 24 hours' notice. Surely the matter was not one of such urgency as to demand the adoption of such drastic measures. If all other means of settling the dispute had been exhausted the matter would be totally different. But, so far from that being the case, none other seems to have been tried. That Italy will stultify herself in the eyes of the other Powers by her not seems certain, for even her allies, Germany and Austria, do not hesitate to roundly condemn her. Of itself a state of war between Turkey and Italy is serious enough, but the situation becomes still more grave when one perceives the danger which it forebodes of a general European conflagration. It is to be hoped that such a disaster will be averted off, but it will need cool heads and a firm hand to keep the warring elements apart. With what knowledge we have of the quarrel it does appear that Italy has been far too precipitous in handling the question in the bold and aggressive manner that she has.

Daily Press.

Italy's Reason.

Italy and Turkey have come to war with startling swiftness. It is not more than a week ago that the world heard of strained diplomatic relations between Italy and Turkey concerning the interests of the former Power in the Turkish province of Tripoli in Africa. A formal declaration of war within a week must have seemed incredible to most people in view of the published statements that Turkey was prepared to meet Italy's demands, that she was reluctant to go to war, that the Kaiser was noting the part of peacemaker between the two countries with which Germany is in friendly relation in a very special sense, and that Turkey herself was invoking the good offices of all the Powers to avert the opening of hostilities.

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Hongkong, 16th September, 1910.

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, MONDAY, OCTOBER 2nd, 1911.

THE WAR.

The most remarkable thing about the war that is at the present time making the Mediterranean quite an exciting route for sea-travel is the rapidity with which matters have come to a head. The next is the extraordinary difficulty of finding an answer to the question put by "Little Petrolin" to Caspar. What is the pother all about? Tripoli is unquestionably Turkish territory, and as far as available evidence goes Italy has no legitimate claim for special advantages in that part of the world. Such evidence as there is would seem to indicate that Italy had made up her mind to force a war upon Turkey for some purpose that is not obvious. A point to be remembered is that Italy possesses a Navy that has been very highly spoken of and that there is a natural inclination on the part of the possessor of an instrument believed to be extremely capable to put it to the test. Reluctance is felt to accuse a nation of wantonly indulging in the crime of war from mere pride and consciousness of power, but it is difficult to see how to avoid doing so in this case. The Press in Europe with unanimity condemns Italy's action and, consequently, it is evident that with necessarily fuller knowledge than can be possessed here they find it impossible to justify a step which may have the most serious consequences for nations that are not immediately concerned. Italy is, of course, the ally of Germany and Austria, and therefore, although those two great military Powers will, at all events for the present, remain neutral, they will feel bound, now the die has actually been cast, to give moral support to the third member of the Triple Alliance. As a recent telegram pointed out, the position must be particularly embarrassing for Germany, who has of late years sedulously cultivated the friendship of Turkey. It will be remembered that the reorganization of the Turkish army was entrusted to General von Goetz in the same manner that the reconstitution of the Turkish navy was, by arrangement with the British Government, confided to Rear-Admiral Gable. Great Britain also is placed in a position of some embarrassment. With Italy who has a traditional friendship, and although that word cannot, perhaps be applied in the case of Turkey, still the relations of Great Britain and Turkey have been, in the main, those of friendly association.

If the war can be localized nothing more serious for other Powers than a more or less extended dislocation of portion of their commercial machinery need be apprehended. Turkey, with her weak navy, could not hope to transport troops for the invasion of Italy, and Italy is hardly likely to make a much more serious effort at the invasion of Turkey than the capture of a port like Treveza, which was probably carried out more as an object lesson and for moral effect than anything else. Consequently there is less direct danger of other countries being drawn in. But Turkey has neighbours who regard her with distrust and hatred. With Greece her relations have been more or less unfriendly for years and the question of Crete has even now not been finally and satisfactorily settled. The Albanians are in open revolt and the Montenegrins, traditional enemies of Turkey, have been affording them every assistance short of openly declaring war against Turkey. Montenegro is a small country and the people are but few, but those hardy mountaineers for 500 years successfully maintained their independence against the Turks. In other Balkan states Turkey is not too well beloved, and there is a very real danger that advantage might be taken of any serious reverse to Turkey to endeavour to pay off old scores. Political conditions in the Balkans change so rapidly that it is impossible accurately to affirm whether at present Bulgaria is friendly with Turkey. King Ferdinand is notoriously a slippery customer, and he has control of, for its size, one of the finest armies in Europe. He may think that the present an opportune time to endeavour to carry out the grandiose dream he is said to entertain of a Balkan Empire.

Altogether there are many unpleasant possibilities involved in this regrettable war, notably the danger of the religious question being raised, which would be extremely awkward for us both in Egypt and India. From every point of view, therefore, it is hoped that the war will be short and will be confined to the two countries immediately interested.

DAY BY DAY

The early drums beat terrible afar
With all the dreadful music of the war.

Someone has stolen an anchor and chain from the Yut Wo boat-building yard at Shum-shui-po.

In connection with the case of robbery and kidnapping that was reported in these columns some time back the Canton police have succeeded in finding the stolen children, who have been restored to their parents.

New York's new City Hall, when finished will have cost \$2,000,000 in addition to \$900,000 paid for the site. The foundation extends 130 feet below the street level. The building will have a height of 582 feet.

Dealers in Washington market on Sept. 2 agreed that the price of beef to the wholesaler and retailer was higher than at any time since the Civil war, with the exception of about a week during the great railroad strike in Chicago in 1894.

The City Hall. The visitors to the City Hall during the week ended October 1 numbered 3,487, of whom 2,921 visited the Museum.

The Colony's Health. No plague was reported during the week ended Sept. 30. Five non-fatal cases of enteric fever occurred, and one Chinese died from diphtheria and another from small-pox.

Useful Legislation. In the Gazette this week, says the "Strait Times" of September 23, is published the draft of a bill to regulate the use of public thoroughfares of traction engines and carriages attached thereto and motor-cars.

Garrison Orders. Leave of absence, on private affairs, to the neighbouring countries, has been granted to the undermentioned Officers: Lieut. Col. G. D. Chamier, O.M.G., R.G.A., from October 17 to November 2; Captain (D.O.) G. A. Guthrie, R.G.A., from October 17 to November 2. Leave of absence, in extension, has been granted to Lieut. D. Pudsey, R.G.A., from October 10 to 28.

False Trade Description. At the Police Court this afternoon a Chinese shop-keeper was summoned at the instance of Messrs. Alexander Ross & Co. for applying a false trade description to some police whistles, purporting to be manufactured by the complainant.

Mr. Bowley appeared for the complainant and informed Mr. F. A. Hazeland that the defendant had given every information about the acquisition of the goods to the complainant and had given up the stock he held. On his application the case was withdrawn.

A Thieving Tailor. A tailor who allowed his activities to stray from strictly sartorial paths was awarded nine weeks' hard labour by Mr. Hazeland at the Magistrate's court this morning. It would appear that the man was engaged as a tailor at Mr. Hirston's residence at the Peak at various dates since February last. A few days ago, Mrs. Hirston had occasion to leave the bedroom for a short while, whereupon defendant seized his opportunity to steal the nurse's ring and some children's jewellery, which he pawned. He was subsequently caught while in the act of redeeming the stolen articles.

"The Philippine Republic." We have received the first copy of "The Philippine Republic," a fortnightly political journal, described as "the organ of the Filipino people." In its "salutation" the paper says:—"The Philippine Republic respectfully salutes the British Authorities of this colony, to whom it promises to adhere to and respect the enforced laws; the American authorities in the Philippines, whom it assures it will labour for the good of both American and Filipinos." The paper elsewhere explains that it wants "the immediate restoration of the Philippine Republic by whatever means and in whatever form."

We note an advertisement which states that a gentleman wishing to travel round the world seeks a young European or American lady to accompany him as interpreter.

Jewellery to the value of \$180 is reported missing from No. 20, Bonham Strand.

The English Mail of September 2 was delivered in London on September 30.

Information reaches us from Canton, that another piecegoods firm has failed in connection with the crisis that at present exists in the Canton market.

For stealing a shawl at Yau-ma-ti, a native was sentenced to six weeks' hard labour and four hours' stocks by Mr. J. R. Wood at the Magistrate's court this morning.

The "Tribune de Geneve," under the heading, "One More Success for Raoul Pictet," publishes a short paragraph stating that by means of liquefied oxide of carbonate, the discovery of Professor Pictet of Geneva University, a cure for leprosy has been found. By the local application of liquefied air at the very low temperature of 110 degrees below zero a number of lepers have been cured in the Hawaiian Islands, the intense cold destroying the microbes gradually and the diseased flesh regaining its original health and colour.

Fire Brigade Inspection. We are informed that the annual Fire Brigade inspection, that was to have taken place at 4 p.m. on Wednesday, has been postponed. Notice will be given later of the date upon which it is to be held.

A Youthful Criminal. Eight strokes of the birch and forty-eight hours' detention were awarded a thirteen-year-old youth by Mr. J. R. Wood at the Magistrate's court this morning for snatching a jade stone bangle from a small boy.

Tramcar Passenger Victimized. A Chinaman has reported to the Police that while he was riding in a tramcar between Happy Valley and the Post Office, someone picked his pocket and stole a gold ring and \$2 in money to the total value of \$42.

Indiscriminate Whistle-Blowing. Hihyu Honda, a Japanese shop-keeper, was brought up before Mr. Hazeland at the Magistrate's court this morning for blowing a Police whistle in Spring Garden Lane last evening without proper cause. A fine of \$3 was imposed.

Army Standing Committee. In accordance with King's Regulations for the Army No. 74, a standing committee composed as follows will assemble at such times and places as the president may direct:—President:—His Excellency the General Officer commanding the troops. Members:—The Commander, the Honourable the Colonial Secretary, the Officer Commanding Royal Artillery, the Chief Engineer, and a naval officer recommended by the Commander for nomination by the Governor.

FIRE AT CANTON.

[THE "TELEGRAPH" CORRESPONDENT.] Canton, Sept. 30.

Last night a fire broke out in Tung King Street near the French hospital on the Bund. In all, three houses were involved, but the fire brigade, which arrived quickly on the spot, was able, with the assistance of the heavy rain that was falling, to quench the fire before any great damage was done.

PIRATES FIGHT GUNBOAT.

Letter Carriers Killed.

[THE "TELEGRAPH" CORRESPONDENT.] Canton, Sept. 30.

About ten days ago, while a steam launch was towing a passenger junk off the Pak Tang village, she was attacked by a large number of pirates, who opened fire on the boat from the banks. Two letter carriers were killed. Fortunately the gunboat Po-Chi, which was only a little way behind, was soon on the scene and opened fire on the pirates, who returned the compliment and a regular pitched battle ensued. It was not until another gunboat appeared on the spot that the robbers made off. The master of the launch has petitioned the Viceroy asking that a better lookout should be kept for these pirates, in order to prevent similar outrages in the future.

LADY LUGARD.

Residents will be glad to hear that Lady Lugard has sufficiently recovered to leave Japan for the Colony. She is travelling thither by the French mail steamer Sydney, which left Yokohama on Friday last, and is expected to arrive here next Monday. We learn that telegrams from Lady Lugard state that she is progressing most favourably.

MACAO FESTIVITIES.

Full Programme.

The programme of the festival for celebrating the first anniversary of the proclamation of the Portuguese Republic, which is to be held in Macao this week, has been issued. The rejoicings extend over four days, and it is expected that Macao will be full of visitors during the week. The programme is as follows:—

October 5:—Reveille at 5 a.m. Solemn Session at noon at the Lei Senado. Military Parade at 3 p.m. on the Lung-tin-chin grounds. Levée at the Flora Palace at 5 p.m. Illuminations throughout the city. Fancy fair at Tap-seac and on the Avenida Vasco da Gama.

The Band of the 8th Rajputa from Hongkong and that of the Police Corps in Macao will play selections during the proceedings. The San Francisco and Flora Barracks will be opened to the public from 11 a.m. to 1 p.m. and from 5 p.m. to 7 p.m.

October 6:—Illuminations at the fair. Chinese procession at night. Illuminations in China Town.

October 7:—Fair. Illuminations in China Town. Chinese procession at night. Chinese fireworks on the Lung-tin-chin grounds at 9 p.m.

October 8:—Fair. Gymkhana at 1.30 p.m. Japanese fireworks at Lung-tin-chin at 9 p.m. Chinese procession at night.

SINKING OF THE SHINSHU-MARU.

Captain's Privations.

The loss is reported of the Japanese steamer "Shinshu-Maru." The vessel left Miike on September 13 with fifty-two souls on board and a cargo of 4,070 tons of coal for Singapore. On September 18, she met a stiff typhoon and during her fight with the elements, the engine-room was flooded with water. The crew soon lost control of the ship and at two o'clock in the morning of the following day (19th) the ship sank, most probably off Hainan Island. The Captain cannot speak with anything like certainty to the exact locality, as the night was dark and the weather rough. After drifting for nearly twelve hours on a piece of floating spar, the Captain finally struck shore at 3 p.m. on the 19th and found himself in one of the villages in the district of Weng-chang-tseu. He was surrounded by the villagers and on the latter observing that the Captain had in his possession a large number of keys, they assumed a threatening attitude, which the Captain could not understand, and, fearing harm, he escaped and spent the night at an unknown place. At 10 o'clock on the morning of the following day, he reached a school situated in one of the villages and explained his circumstances by writing. The villagers rendered him every possible assistance. They instituted a search for other members of the crew who might have drifted to the vicinity but all their efforts proved futile or nearly so. With the exception of a stoker, none of the others could be found. The Captain left the place on the morning of the 24th and arrived at Hoihow the next day. Here, he tried to communicate with his owners and agents, but failed owing to telegraphic interruption. He took the first available steamer on the 27th (the s.s. Sungkiang) and arrived in Hongkong yesterday morning. It is feared that the rest of the crew have been drowned.

The largest and most powerful locomotive ever put into service was recently constructed at Topeka. Exclusive of the tender it weighs 750,000 pounds and is 122 feet long.

UTER'S TELEGRAMS.

A PENNSYLVANIAN ISASTER.

TERRE DAM BURST.

[SERVICE THE "TELEGRAPH."] Day, Oct. 2, 9 a.m.
A dam burst and has wiped out town of Austin in Pennsylvania. The population of the town was 2,700 and the death 850.

THE REVENUE.

LAE DECREASE.

[SERVICE THE "TELEGRAPH."] Day, Oct. 2, 7.15 a.m.
The 3rd of Trade returns show the revenue for the quarter ending 30.9.11, a decrease of £732,040, a decrease of £732,040. This decrease is:—Excise £3,311,000; Inland Tax £3,334,000. The total for the six months amounting to £2,145,000 and Income Tax £2,385,000.

THRENUCH NAVY.

REPLACING THE LIBERTE.

[SERVICE THE "TELEGRAPH."] Day, Oct. 1, 7.45 p.m.
Reuter's Paris correspondent reports that M. Deleassé, French Minister of the Navy, proposes the construction of an additional battleship to replace the Liberté.

SOCIALISM IN GERMANY.

SIGNIFICANT ELECTION.

[SERVICE THE "TELEGRAPH."] Day, Oct. 1, 7.50 a.m.
A Socialist has been elected to the Reichstag, on a second ballot, for Duedorf, which had previously on a stronghold of the Centre, defeating the Centre candidate by a majority of 3,153.

SOCIALISM IN SWEDEN.

CABINET RESIGNS.

[SERVICE THE "TELEGRAPH."] Day, Oct. 1, 7.45 p.m.
Reuter's Stockholm correspondent states that the Swedish Cabinet has resigned as a result of Socialist successes in the election.

FRANCE AND GERMANY.

POSSIBLE DELAY.

[SERVICE THE "TELEGRAPH."] Day, Oct. 1, 7.20 a.m.
Telegrams from Paris state that Germany desires a modification of the terms which had been regarded as settled, and that this entails a setback of the negotiations in regard to Morocco.

PLOIN PORTUGAL.

NUMEROUS ARRESTS.

[SERVICE THE "TELEGRAPH."] Day, Oct. 1, 7.45 p.m.
The authorities at Oporto have nipped the bid a widespread plot to rob the monarchy. There have been many arrests.

SOLDIERS IMPLICATED.

Day, Oct. 1, 7.45 p.m.
Reuter's Lisbon correspondent states that 55 arrests were made in Oporto in connection with the plot, including seven soldiers. Seven coats have been made in Lisbon where monarchist flags and arms were seized.

BOXING.

A SINEY FIGHT.

[SERVICE THE "TELEGRAPH."] Day, Oct. 1, 12.30 a.m.
Reuter's Siney correspondent states that S. McVea has beaten Jack Lester by points in twenty rounds. Lester was outgeneralled in every department.

WELL AND MOIL.

Day, Oct. 1, 7.45 p.m.
Bombardier Wells and Gunner Moir have been attached to box in London on Oct. 18.
The Rev. F. Meyer does not oppose the move, as he does not wish to attack him as a sport.

REUTER'S TELEGRAMS.

OBITUARY.

SIR JOHN BRIGGS.

[SERVICE TO THE "TELEGRAPH."] Day, Oct. 1, 7.45 p.m.
The death is announced of Sir John Briggs, Liberal member for Keighley division of Yorkshire.

LABOUR IN LANCASHIRE.

THE FEDERATION MOVEMENT.

[SERVICE TO THE "TELEGRAPH."] Day, Oct. 1, 6.30 p.m.
At Huddersfield a conference of Lancashire Textile Unions has decided to federate with a view to common action in the event of trouble arising in any section of the textile trade. The conference adopted a resolution protesting against the formation of volunteer police.

CHINESE TELEGRAMS.

ITALY AND TURKEY.

CHINA'S NEUTRALITY.

Peking, Oct. 1.

Touching the declaration of war between Italy and Turkey, China has notified the Powers of her intention to maintain strict neutrality.

PROGRESSIVE CHINESE BANKING.

BRANCHES FOR EUROPE.

Peking, Oct. 1.

The Ministry of Communications has memorialized the Throne asking for permission to establish branches of the Ta Ching Bank in Europe and America. The request has been granted.

SZECHUAN AFFAIRS.

RE-ORGANIZATION TO COMMENCE.

Peking, Oct. 1.

H.E. Shun Chun Hsun, Commissioner for the suppression of disorder in Szechuan, reached Hankow on the 29th ultimo and paid a visit to the Viceroy of Hupoh, with whom His Excellency conferred as to the measures to be taken in connection with the reorganization of affairs after the Szechuan trouble.

FURTHER TROUBLE.

Peking, Oct. 1.

The troubles in the Sun-tai and Sheng-shu districts in Szechuan have assumed a serious aspect. The Cabinet has directed H.E. Shun Chun Hsun to proceed to Szechuan without delay.

CANTON-HANKOW RAILWAY.

VICEROY'S PETITION.

Peking, Oct. 1.

H.E. Chang Ming Chi, Viceroy of Canton, has presented a memorial to the Throne, begging that the investments in the Canton-Hankow Railway should be refunded to the shareholders in full. The Throne has directed the Ministries of Communications and Finance to consider the Viceroy's memorial and make a joint report.

VICEROYS AND FOREIGN LOANS.

Peking, Oct. 1.

A Censor has memorialized the Throne in strong terms asking for the enforcement of an order prohibiting viceroys and governors of various provinces from issuing foreign loans.

THE TYPHOON.

Dislocation of Business.

According to the meteorological reports the typhoon will not visit Hongkong, though it has caused nearly as much inconvenience to shipping as if it had. At least twenty steamers have been held up in Junk Bay waiting for a suitable chance to leave the port, while others have taken anchorage in equally sheltered spots. The most wearisome aspect of this visitation is the time it is taking to pass. As far back as Tuesday the Tonn left the harbour for Manila with a considerable number of passengers on board, and had to put back.

Last night, when the Hong-shan came back from Macao the Captain, thinking it inadvisable to run alongside his wharf, made straight for Stonecutters, intending to anchor there for the night with the passengers on board. Many of the passengers protested in no uncertain voice against this detention. The Chinese especially were greatly agitated and deputed one of their number to interview the Captain, who eventually brought the ship alongside the wharf between 9 and 10 p.m. Troubles for some did not even cease here, for the people who lived at Kowloon found the ferries had stopped running and had perforce to spend the night in Hongkong.

The Harbour.

This morning the ferries were running regularly. A choppy sea and the trenching downpour of rain made the passage to and from Kowloon unpleasant, as all awnings had been furlled and snugged up and the ladies and smoking cabins were over-popular places of refuge. The harbour bore a singularly deserted appearance, all small craft having long since fled for shelter. A Blue Funnel boat or some other intrepid steamer which had confidence in its power to wrestle with the typhoon should it come, showed up occasionally through the grey sheets of rain, but otherwise the harbour was almost untenanted.

Bamboo Pier Washed Away.

The new Police wharf at Tsing-tai, Kowloon, broke away from the wall and was washed away by the heavy seas. Other damage on the peninsula include several gas and water connections.

The Mongolia.

A rumour was current in the Colony this morning that the steamer Mongolia which left Hongkong on Saturday had grounded, or at least touched bottom near the Lamocks. Inquiries were at once made at the Pacific Mail office where it was stated that the rumour was without foundation. The steamer had, however, it was said, been in the typhoon and at midnight yesterday she had to leave to 65 miles south west of Lamock Island. By a second wireless message that was received, it was known that at 11:40 to-day the ship proceeded on her way and she is due to arrive at Keelung at 5 a.m. to-morrow. When the vessel hove to an eighty mile gale was blowing.

GHASTLY FIND.

A Shanghai Tragedy.

The following is from the "China Press" of Sept. 28:—An inquest held yesterday morning at the Shanghai mortuary by Mr. G. W. King, coroner, over the limb of a foreigner, found by Chinese boatmen floating in the Whangpoo below Yangtszepoo creek, came to a rather sad ending. The limb was encased in a woman's black stocking. The police thought that possibly it might be that of the missing Miss E. Brodhurst, a nurse who disappeared mysteriously last December after leaving some friend's house on Sinza Road with the intention of going to her own home. They notified her father, Mr. John Campbell Brodhurst, of their discovery, and upon his calling at the mortuary he identified the limb as that of his long-lost daughter.

Upon his identification the inquest was adjourned till Thursday, Oct. 12, in order that further investigations may be made by the police and steps taken to clear the mystery that has surrounded Miss Brodhurst's disappearance.

SATURDAY'S GYMKHANA.

Mr. Gegg's Successful Mounts.

Weather conditions at the Gymkhana were all that could be desired until after the third event, when a heavy shower of rain drove all the spectators from the open into the Grand Stand. After that, rain continued to pour intermittently, some of the races having to be run under drenching showers, and the times were accordingly slow. A feature of the afternoon on Saturday was Mr. G. W. Gegg's very successful riding. He started in all the five flat races, and secured three first places, one second and a third. The fact of his piloting any pony was sufficient in itself to secure a large number of backers at the pari-mutuel, and that accounted for the smallness of the dividends paid out for any one of the winning ponies ridden by Mr. Gegg.

In continuation of the report given in last Saturday's "Telegraph," following are the results of the events that were competed for after we had gone to press:—

Individual Tent Pegging.
Mr. R. F. C. Master 1
Mr. C. H. Ross 2
Capt. Farquhar 3
Mr. M. H. Logan 0
Mr. G. C. Moxon 0
Mr. G. K. H. Brutton and Mr. Lawlor did not compete. Mr. Master took all the three pegs and was awarded first place with 11.1-2 points, Mr. C. H. Ross was second with 11 points, and Capt. Farquhar third 7 points.

Mr. Master: \$28.80.
Cash Sweep:—No. 75 1st, \$270.90
No. 80 2nd, \$77.40
No. 78 3rd, \$38.70

One Mile Flat Race. Handicap.
—For subscription griffins of any season.

Mr. T. S. Porro's Alacrity, 156 lbs. (Gegg) 1
Mr. Velox's Greyback, 146 lbs. (Asger) 2
Mr. C. Jay's Trewint, 158 lbs. (Master) 3
Mr. H. P. White's Trilce, 148 lbs. (David) 0
Mr. Ellis Kadoorie's Matchless Chief, 146 lbs. (Seth) 0
5 lbs. penalty.

Just before this race started a heavy shower of rain drove the spectators to the Grand Stand. Five ponies started. Trilce and Matchless Chief got away together at the start, with Greyback third, Trewint fourth and Alacrity hard held last. At the back stretch Matchless Chief was given the reins and assumed the lead for a short while from Greyback second and Trilce third. Trewint and Alacrity were not sent along at their proper speed. Matchless Chief and Greyback changed places as the incline was negotiated. At this stage Gegg called upon Alacrity and the pony answering overhauled Trewint and Matchless Chief successively. Alacrity was second from Greyback passing the black rock. He was too good for Asger's mount, who lost his advantage to Alacrity at the village bend. Mr. Gegg raced in the van in the last furlong. Matchless Chief and Trewint were racing for all they were worth for second place, but Greyback coming in between them shot to the front a neck ahead of Trewint after the race had been won by Alacrity by a clear length. Asger was cheered for securing second place. Trewint was a good third.

Time: 2.15.
Winner: \$8.60.
Cash Sweep:—No. 95 1st, \$374.85
No. 62 2nd, \$107.10
No. 31 3rd, \$53.55

Ladies' Nomination. Three Furlongs. Sourry.—For China ponies, subscription griffins of any season and bona fide polo ponies.

Mr. Hickman's Raffles, Mrs. E. Potts, 152 lbs. (Gegg) 1
Mr. Ching's Urgent, Miss Davidson, 159 lbs. (Seth) 2
Major W. M. Withycombe's Tregoa, Mrs. Withycombe, 152 lbs. (Withycombe) 3
Surgeon W. H. Hastings' Xmas Daisy, Mrs. Hastings, 152 lbs. (Hastings) 0

All the four ponies started for this race. It produced the most exciting finish of the day. To a capital start Raffles got away in front of Xmas Daisy second. Urgent third and Tregoa fourth. Tregoa almost immediately successfully challenged Raffles for the premiership which he held on wheeling round the bend into the home straight. Tregoa was in the post

of advantage on the rails; Urgent on the middle course was second, and Raffles outside third. The trio raced almost neck and neck to the winning post and Gegg's superior jockeyship won the race for Raffles by a short neck from Urgent, who was second and Tregoa, half a length behind, third. Xmas Daisy was never in the race; he finished last.

Time: 45 secs.
Winner: \$7.00
Cash Sweep: No. 11 1st, \$300.50
No. 106 2nd, \$111.60
No. 115 3rd, \$55.80

One and a Quarter Mile Flat Race. Handicap.—For all China ponies.

Mr. Brutton's Oil King, 156 lbs. (Gegg) 1
Mr. M. H. Logan's Merry Scott, 151 lbs. (David) 2
Mr. Hickman's Kerry, 152 lbs. (Hickman) 3
Mr. James' Brushwood Boy, 160 lbs. (Monk) 0
Mr. H. A. Soli's Mombassa, 154 lbs. (Seth) 0
Mr. Downham's Chibby, 145 lbs. (Lewis) 0
5 lbs. penalty.

For the last race of the day six ponies started. Kerry, with Hickman in the saddle, had a large following of supporters in the "pari." Oil King carried numerous backers because of his rider, whose previous successful mounts in the afternoon inspired popular fancy and confidence. Besides, Oil King ran second in the Gymkhana Stakes. Brushwood Boy was penalised for his win at the last meeting and was handicapped nine and eight lbs., respectively, in favour of Oil King and Kerry. In this race Mr. Gegg made the only bad start during the afternoon. When the flag dropped Oil King was seen to be two clear lengths in front of Brushwood Boy, the rest of the field bunched together behind him. In negotiating the village, Oil King surrendered the leadership to Brushwood Boy. The order first time past the Grand Stand was:—Brushwood Boy, Oil King, Kerry, Merry Scott, Mombassa and Chibby. The last named could not keep up the rattling pace set by the leaders and was steadily outdistanced by the latter. There was no material change in the order of the race when the field galloped past the Golf Club, from which point Oil King was seen to be given the reins when he overhauled Brushwood Boy, who in turn was hard pressed by Kerry in the third place. Going up the hill after passing the Football Stand, Oil King was in the van, Brushwood Boy second, Kerry third and Chibby several lengths behind last. Merry Scott was also coming up strong, and the race up and passing the Rock saw Oil King and Brushwood Boy paired, Kerry and Merry Scott in partnership, Mombassa just a length behind and Chibby out of the race. Brushwood Boy's extra weight told against his speed, and he was overhauled by Kerry and Merry Scott successively, passing the village, Oil King now showing slightly to the front. The race home was a most exciting one. David steered Merry Scott close to the rails, Kerry was running on the middle course, and Oil King had plenty of room on the outside. Whips were freely applied, and with every lash Merry Scott gained on Oil King, whose position was disputed by Kerry also. To the excited spectators it looked like anybody's race. For the last furlong Oil King and Merry Scott raced neck and neck and together; the former won by just a nose. Kerry was a good third. This race gave Mr. Gegg the third winning mount of the day.

Time: 2.47.1-5.
Winner: \$8.20.
Cash Sweep: No. 61 1st, \$472.50
No. 89 2nd, \$135.00
No. 58 3rd, \$75.50

CANTON NEWSPAPER SUPPRESSED.

DEFAMING THE GOVERNMENT.

[The "Telegraph" Correspondent.] Canton, Sept. 30.
The case has just been concluded in which the owners of the Chun Yuen Po, a Chinese newspaper, was charged with publishing articles in their columns defaming the government. The tribunal has issued an order for the permanent suppression of the paper, but gave leave to appeal.

REAR-ADMIRAL MURDOCK.

It is announced in garrison orders that a Guard of Honour, consisting of two officers and fifty rank and file, with regimental colour and band, will be furnished by the 1st Bn K.O.Y.L.I. on the occasion of the official landing of Rear-Admiral Murdock, U.S.A. The guard will be drawn up at Blake Pier by 11.45 a.m. on Wednesday, 4th October, 1911.

A salute of 13 guns will be fired from the Shore Battery as the Admiral lands.

FIRE IN CONNAUGHT ROAD.

Foki Burned to Death.

Shortly after five o'clock this morning, fire broke out at No. 3, Connaught Road West. The outbreak originated in the sleeping apartments of the second floor, but the cause of the fire is not known. The central contingent of the Fire Brigade promptly arrived on the scene and prevented the flames from spreading to the adjoining tenements, and by half-past six succeeded in subduing the outbreak. The fire, however, was unfortunately attended by loss of life, as the charred remains of a foki, aged about 50, were discovered as soon as the flames had been got under control. The body was found on the second floor, but there were indications to show that the unfortunate man fell from the floor above.

The total extent of the damage is not known. The stock of furniture insured with the Sun Insurance Company for \$7,200. The ground floor, which is well stocked with rice, groceries, etc., suffered damage by water only. The stock stored on this floor is also covered by insurance.

At the time of the outbreak, there was a strong breeze blowing from the direction of the harbour, which rendered the work of extinguishing the fire doubly difficult, so that praise is due to the fire fighters in putting out the fire in so short a time.

THE SCORER.

A literary friend of ours who recently made a half-century at Lord's, in the Authors and Publishers' match, tells us, in describing his emotions (as he is too apt to do when we have not the presence of mind to stop him. "Survivors' Tales of Great Events"), that what particularly struck him was the sense of perfect peace induced by the knowledge that he could rely absolutely on the scorer to put down all the runs which he happened to make. This does not seem at first sight anything excessive to demanding of a scorer, but those who have had experience of the very minor cricket which most of us play when Time has begun to creep on, will recognise that the infallible scorer is a rare product. It is a curious fact that the erratic scorer seldom errs on the side of generosity. Those three leg-boys which might so easily have been taken for our Ranjitsinhji leg-glide, where are they found? Legibly inscribed in the space devoted to leg-boys. But that snick to the boundary through the slips (we admit it was meant to be a drive, but still we did hit it), there it is in the score-book, nestling among the byes. Nor is he to be argued with, your scorer. Mules are suave compared with the scorer when taken to task for a sin of omission. We have known batsmen plead, almost tearfully, for another single to be added to their total. But the moving finger moves, and having writ we are bowed if it is going to make any alternation whatsoever.—"The Globe."

DON'T FORGET.

Monday, October 2.
Sale of needlework, Italian Convent.

Tuesday, October 3.
Organ Recital, St. John's Cathedral.

Sale of needlework, Italian Convent.

Extraordinary general meeting, Douglas Steamship Company.

E. C. Wilks, M.I. Mech., E. A. M. N. A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purposes, or sale, of Steamships or Launches.
Alexandra Buildings, 2nd Floor.
Hongkong, 1st May, 1911. [1100]

To-day's Advertisements.

NOTICE.

The undersigned have this day established ourselves as STOCK, SHARE AND GENERAL BROKERS and will carry on business under the style of MOXON and TAYLOR at the offices recently occupied by Messrs. E. S. Kadoorie & Co., 5 Queen's Buildings, Charter Road, Hongkong.

G. C. MOXON.
JOHN W. TAYLOR.
Hongkong, 2nd Oct., 1911. [1416]

MAGISTRACY.

No. 8, 271.

It is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber on WEDNESDAY, the 1st day of November, 1911, at 2.15 p.m., for the purpose of considering applications for Publicans' and Hotel Keepers' Adjunct Licences for the year 1911-1912 under the Liquor Licences Ordinance, 1911.

Forms of application may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before SATURDAY, the 14th day of October, 1911, and must be accompanied by a deposit of Three Dollars.

Applicants for transfers of new licences and persons objecting to such applications must appear before the Licensing Board in person.

H. H. A. CRAIG,
Secretary to the Licensing Board.
Hongkong, 2nd Oct., 1911. [1417]

FROM EUROPE.

HE H.A.L. Steamship.

"BAYERN."

Captain Brehmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 7th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex s.s. "Sonrek" from Satalal,
"Germania" from Gotteberg,
"Kong Ring" from Skien.

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.
Hongkong, 2nd Oct., 1911. [1460]

POPULAR.

"ASAHI" BEER.



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [43]

CHINESE IMPERIAL GOVERNMENT.

MENT 7%.

Silver Loan of 1886, E.
50th Half Yearly Drawing.

INTEREST due and drawn bonds of this Loan will be payable at the offices of the Corporation on and after 30th September, 1911. List of drawn bonds can be obtained on application to the undersigned.

For the Hongkong & Shanghai Banking Corporation,
Agents issuing the Loan,
N. J. STARR,
Chief Manager.

Hongkong, 30th Sept., 1911. [1414]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.
In Bags of 250 lbs. net.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 14th Aug., 1910. [148]

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

THE ALEXANDRA CAFE

"PERFECTION BREAD"

CRISP AND CRUSTY.

DELIVERIES TO ALL PARTS.

10, Des Vaux Road Central, next Hongkong Hotel.

Tel. No. 909.

[1191]

CIGARETTES

BOUTON ROUGE

\$4.20 per 100

FELUCCA

\$2.80 per 100

ENJOY THE LARGEST

SALE IN EGYPT.

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 20th April, 1911.

[497]

PERFECTION WHISKY

IS ALWAYS

PERFECTION IN ITSELF

AND

"Worth Having"



THE BEST "SCOTCH"

Perfection WHISKY

SOLE AGENTS, H. Price & Co. Ltd., 12, Queen's Rd., Cl.

PROPRIETORS.

D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS

PERFECT IN BOOBY

PERFECT IN PURITY

and

A PERFECT DRINK WITH TANGAR

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAYING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"MONTAGUE".....Sat., Oct. 14.	"EMPEROR OF INDIA".....Fri., Dec. 1.
"EMPEROR OF INDIA".....Sat., Nov. 4.	"EMPEROR OF BRITAIN".....Fri., Dec. 20.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 20.
"EMPEROR OF CHINA".....Sat., Dec. 30.	"EMPEROR OF BRITAIN".....Fri., Dec. 20.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (named Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£46.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship	On
SHANGHAI, SWATOW, KOWLOON, SINGAPORE, SAMA-RANG & SOERABAYA	FAUSANG *.....Tuesday, 3rd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG *.....Friday, 6th Oct., Noon.
SHANGHAI	CHOYSANG *.....Friday, 6th Oct., Noon.
MANILA	LOONGSANG *.....Saturday, 7th Oct., 2 P.M.
MANILA	YUENSANG *.....Saturday, 14th Oct., 2 P.M.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Katsang," "Nansang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 1st October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"KUMERIC".....	G. B. McGill	11,000	October 10th.
"LUCERIO".....	J. Mathie	11,000	October 26th.
"HEROULES".....	R. Wilhemson	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:

S.S. "DUNERIO".....8,000 tons.....To be despatched on Dec. 8.

S.S. "KATANGA".....8,600.....To follow.

and regularly thereafter.

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 26th August, 1911.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 11th Oct., at D'light.
	MISHAMA MARU, Capt. A. E. Moses, T. 9,000	WEDNESDAY, 20th Oct., at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 8th Nov., at Daylight.

VICTORIA, B.C., & SEATTLE.....KAMAKURA MARU, Capt. J. Richards, Tons 7,000, Nov., from KOBE

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, & YOKOHAMA.....TAMBA MARU, Capt. K. Noda, Tons 7,000, TUESDAY, 10th Oct., at Noon.

AWA MARU, Capt. Iizawa, Tons 7,000, TUESDAY, 7th Nov., at Noon.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....KUMANO MARU, Capt. M. Winkler, T. 6,000, FRIDAY, 27th Oct., at Noon.

YAWATA MARU, Capt. T. Sekino, Tons 5,000, FRIDAY, 24th Nov., at Noon.

SHANGHAI, MOJI & KOBÉ.....TOSA MARU, Capt. T. Sato, Tons 6,000, WEDNESDAY, 11th October.

KOBÉ & YOKO.....ATSUTA MARU, Capt. Wm. Thompson, T. 9,000, FRIDAY, 18th Oct. P.M.

YAWATA MARU, Capt. T. Sekino, T. 5,000, WEDNESDAY, 25th Oct., at Noon.

BOMBAY via SINGAPORE & COLOMBO.....BOMBAY MARU, Capt. J. Teranaka, T. 5,000, TUESDAY, 3rd October.

† Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong: "HIROSHIMA MARU".....Tons 4,000.....Capt. Deguchi.....On Oct., 18th.

1912 PASSENGER SEASON 1912 FOR EUROPE.

Steamer.	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kawana	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE.

INABA MARU 7,000 S. Tominaga Feb. 27th.

TAMBA MARU 7,000 K. Noda Mar. 20th.

AWA MARU 7,000 T. Iizawa April 28th.

INABA MARU 7,000 S. Tominaga May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS, To SAIL.

NINGPO & CHINKIANG....."CHIH".....To-morrow 4 P.M.

SHANGHAI, CHEKOO & "HUNAN".....4th Oct., D'light.

NEWCHWANG....."KAIYONG".....4th " 4 P.M.

MANILA, ILOILO & OEBU....."TIENSIN".....5th " 4 P.M.

AMOI & SHANGHAI....."CHENAN".....5th " 4 P.M.

SHANGHAI....."LINAN".....7th " M'night.

WEIHAIWEI, CHEFOO & "HUICHOW".....18th " 4 P.M.

TIENSIN.....

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANU"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Chinkiang)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone No. 54.

Hongkong, 2nd October, 1911.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft, "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD. HOMEWARD.

For Shanghai, Kobe & Yokohama: S.S. Bayern.....3rd Oct.

Frederik.....20th Oct.

Slavonia.....3rd Nov.

Scandia.....16th Nov.

Spezia.....2nd Dec.

Begovin.....14th Dec.

Silisia.....27th Dec.

Ambrin.....10th Jan.

Goldenfels.....24th Jan.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 30th September, 1911.

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HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship. Tons. Captain. For. Sailing Date.

RUBI.....4000 S. Crosby...MANILA, TUESDAY, 10th Oct., 4 P.M.

ZAFIRO.....4000 M. C. Smith...CEBU & ILOILO, FRIDAY, 20th Oct., 4 P.M.

For Freight or Passage apply to—

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 22nd September, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to—

A. R. MARTY, 24, Des Voeux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1098]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

EMPIRE.....22nd Sept. Tuesday, Oct. 17.

ST. ALBANS.....20th Oct. Saturday, Nov. 11.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to—

Gibb, Livingston & Co., Agents.

[907]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer Tons Captain Date of sailing

S.S. "Nippon Maru".....11,000.....A. G. Stevens.....Oct. 6th, Noon.

S.S. "Tenyo Maru".....21,000.....E. Bent.....Oct. 18th, Noon.

S.S. "Shinyo Maru".....21,000.....H. S. Smith.....Nov. 3rd, Noon.

S.S. "Chiyo Maru".....21,000.....W. W. Green.....Dec. 1st, Noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

The Twin Screw steamer Nippon Maru, will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

For further particulars, apply to—

K. MATSUDA, Agents.

KING'S BUILDING, Opposite Praya.

[958]

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration)

Steamer Tons Date of sailing

Buyo Maru.....10,500.....Saturday, Oct. 14, Noon.

The steamer "BUYO MARU" will be despatched for MEXICO, PERUVIAN CHILEAN PORTS via JAPAN PORTS and HONGKONG on SATURDAY, 14th October, at Noon.

For further particulars as to Passage and Freight, apply to—

K. MATSUDA, Agents.

KING'S BUILDING, Opposite Praya.

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COMMERCIAL.

Coal Report.

Messrs. Hughes and Hough's Coal Report for September 20 states that the coal expected is from Japan 34,000 tons, from Hongkong, &c., 1,900 tons, from Manchuria 3,500 tons, and from North China 4,000 tons. Sales about 20,000 Japanese on private terms. Quotations:—

Cardiff \$19.00 to 21.00 ex-godown, nominal; Australian West Wallsend \$11.25 ex-ship, nominal; Yubari Lump \$12.00 ex-ship, nominal; Miiki Lump \$10.50 to \$11.00 ex-ship, nominal; Moji Lump \$7.75 to \$9.50 ex-ship, steady; Moji Unscreamed \$6.00 to \$8.00 ex-ship, steady; Akaike Lump \$8.00 to \$8.25 ex-ship, steady; Kaiping Navy Lump \$10.00 to \$10.25 ex-ship, nominal; Kaiping Loco Lump \$7.50 to \$7.75 ex-ship; Kaiping No. 5 Dust \$6.50 to \$6.75 ex-ship; Kaiping No. 1 Dust \$6.25 ex-ship; Fushun Lump \$8.25 ex-ship; Fushun Unscreamed \$7.25 ex-ship; Fushun Dust \$6.25 ex-ship.

Japan's Foreign Trade.

No one will dispute the fact, says the "Tokyo Asahi," that Japan's economic development in the past has been very remarkable, but there are indications that the progress has more or less been checked of late years. This is especially noticeable in foreign trade. Up to the end of August imports had shown an increase of 36 million yen as against last year, but this increase should mainly be attributed to the special conditions brought about by the new tariff. As for exports, on the other hand, the increase had only amounted to ¥900,000. It may be argued that last year's export trade was exceptionally good, as it showed an increase of something like 45 million yen, as compared with 1909. Although the truth of this contention can hardly be denied, a glance at the trade returns for the last few years will show the slow progress of Japan's export trade, as will be seen from the following figures:—

1908.....¥423,754,000

1907.....432,412,000

1906.....378,245,000

1905.....413,112

LOG BOOK.

Freight Circular.

Messrs. Lamko and Rogge's freight circular dated Hongkong, September, 30 is as follows:— Since issue of our last report on the 16th instant the feature of our market has been the sudden demand for prompt tonnage to load at Bangkok for Philippines optional China ports owing to the French Government at Saigon, fearing that the remaining small stocks of paddy in Cochinchina and Cambodia will hardly prove sufficient for local consumption, having passed a decree prohibiting the exportation of further rice, meal and broken rice, allowing only such contracts to be fulfilled as were actually concluded before September 13.

About 120,000 tons are necessary for the needs of the country, and 50,000 tons execute the contracts already signed. The total amount exported from Jan. 1 to September 1 is given as 508,210 tons as compared with 856,661 tons last year.—It is to be seen whether the population will have enough to live on; most probably the prohibition will last until the early grain is harvested, which won't be before the very end of November in some districts and middle of December in others.

New Crop:—Regarding the growing crop, the month of September proving a wet one, prospects are now considered to have improved. In a month's time, it will be possible to give more accurate news.

Saigon-Hongkong:—Shipments originally destined for Java and other ports have been diverted to Hongkong, and after also several cargoes from Bangkok have arrived here at the same time local prices for best quality of rice have dropped from \$13 to \$10 per picul.

Haiphong:—According to telegraphic advices just to hand at the time of writing, the French Government have now also prohibited the export of rice from Haiphong, it is said, for the present, for a duration of one month only, when the new crop is ready for export.

Saigon and Hongkong-Philippines:—A good business was done in chartering, especially in the latter direction at improved rates; all tonnage being fixed with optional discharge either at Philippine or China ports. The Philippine Government is now selling rice at wholesale prices to check speculation. The immediate result of this action was a drop in the price from P. 8. 65 to P. 8. 10, and before the steamers leave the port of loading or even after they reach Manila the shipments may be diverted to China ports owing to the inducements in prices offered. Shipments to come forward from Saigon and Hongkong to Philippines optional China ports up to now total 328,000 piculs. It is understood that practically the entire cargo space of the Minnesota and Montague, in order to break famine, will be devoted to flour cargoes, the principal ports to be discharged at being Shanghai and Hongkong. Rice is also of late frequently arriving here in small lots from Japan.

Saigon-Philippines and Java:—At the time of writing there are no further inquiries for tonnage put on our market.

Bangkok:—Since we reported last no further news are to hand concerning the prospects of the new crop.

The North:—Outside of the regular "liner" business, nothing is doing and very little inquiry in sight.

Newchwang:—The first of the Newchwang-Canton settlements have come to pass, opening rate was 25 cents for usual part cargo, and after several additional fixtures, the rate has advanced to 26 cents. For further demand the same figure or probably higher will have to be paid, as the season draws to a close.

Coal Freight from Japan:—Very little business was done in the way of chartering in consequence of the abnormal scarcity of tonnage offering for such business. Newchwang freights being in the market, which is much more profitable business, this goes very much against charterers, and the difficulty in obtaining coal cargoes will probably last until the closing of the Northern ports. Distress reported:—Karatse, Hongkong, \$2.10. Newchwang,

Canton \$2.50. Mink-Hongkong \$2.50, and Hongkong-Hongkong \$1.80 per ton.

Casualties:—The Norwegian s.s. Thordis, under timecharter to the Russian Volunteer fleet, trading Wladivostok-Kamohatka, is reported to have become a total wreck; further details are as yet not to hand.

Sail Tonnage loading or to load: For Baltimore and New York, British barque Radiant, 1,840 tons Net Reg. October-November (Messrs. Sibbensen & Co.) British barque Eclipse, 2,900 tons Net Reg. July-October (Messrs. Arnhold, Karberg & Co.) British barque Arrow, 3,000 tons Net Reg. October-December (Messrs. Arnhold, Karberg & Co.) Sail Tonnage Disengaged:—None.

Departure of Sailors:—None.

To Sail

Regular Steamship Service to New York, via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON & NEW YORK:

S.S. "SATSUMA" (Sailing on or about 10th Oct.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 20th Sept., 1911. [1391]

CHINESE ENGINEERING and MINING COMPANY, LTD.

CANTON-HONGKONG-TIENTSIN LINE.

Taking Cargo for Tsingtau, Chefoo, Newchwang, and Chiovangtao.

For Freight and Passage apply to

THE CHINESE ENGINEERING & MINING CO., LTD.

Queen's Buildings, DODWELL & CO., LTD., Agents.

Hongkong, 28th Sept., 1911. [1239]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship

"WELSH PRINCE"

Captain Sheppard, will be despatched for the above ports on TUESDAY, the 17th October.

For Freight and Passage, apply to

ARNHOLD, KARBERG & Co., General Agents.

Hongkong, 25th Oct., 1911. [1400]

To Let

TO LET.

"CREGGAN," 39, The Peak, GODOWNS, 151 to 155, PRATA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 1st July, 1911. [139]

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 1st July, 1911. [61]

TO LET.

THE BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VŒUX ROAD to be let.

Apply to

DAVID SASSOON & Co. Hongkong, 18th Sept., 1911. [1087]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address:

AH TOO STABLES, No. 7, Russell Street, Hongkong.

Telephone No. 273. Hongkong, 27th July, 1911. [1054]

Intimations

AERTEX CELLULAR.

REGAL SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1258]

PEAK-TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS at Week Days.

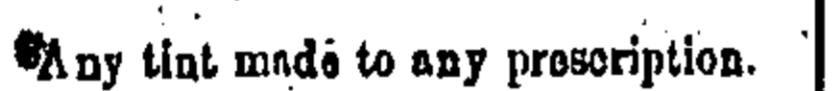
SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

JOHN D. HUMPHREYS & SON, General Manager, Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS, Ophthalmic Optician, 1A, D'Aguilar Street, Hongkong.

Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,260,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908. [14]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINERY for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78ft. by 88ft. by 84ft. 6 in. Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE HONGKONG, CHINA & CO.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR LONDON & ANTWERP: SUNDAY, 3 P.M. Freight and Passage.

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COMMERCIAL

EXCHANGE

Selling.	
T.T. Demand	1/9 9/16
60 d/s	1/9 11/16
4 m/s	1/9 11/16
T.T. Shanghai	1/9 11/16
T.T. Singapore	1/9 11/16
T.T. Japan	1/9 11/16
T.T. India	1/9 11/16
T.T. Demand India	1/9 11/16
T.T. San Francisco and New York	1/9 11/16
T.T. Java	1/9 11/16
T.T. Marks	1/9 11/16
T.T. France	1/9 11/16
Buying.	
4 m/s L/O	1/10 1/16
4 m/s D/P	1/10 3/16
6 m/s L/O	1/10 3/16
80 d/s Sydney & Melbourne	1/10 5/16
80 d/s San Francisco & New York	1/10 5/16
4 m/s Marks	1/10 5/16
4 m/s France	1/10 5/16
6 m/s do	1/10 5/16
Bar Silver	1/10 5/16
Bank of England rate	1/10 5/16
Sovereign	1/10 5/16

POST OFFICE

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The s.s. Tanyo Maru, with the American and Siberian Mails is due to arrive here to-morrow between 8 and 10 a.m.

The s.s. Prinz Eitel Friedrich, with the German Mail, left Singapore on Saturday, the 29th ultimo at 8 a.m. and may be expected to arrive here on Wednesday, the 4th inst. at 10 a.m.

A Mail will close for—
Kobe, Nagasaki, Kobe and Yokohama—Per Chicago-Marine, 3rd Oct., 10 a.m.
Swatow, Amoy and Foochow—Per Krong-sang, 3rd Oct., 11 a.m.
Swatow, Amoy and Foochow—Per Hsiao-an, 3rd Oct., noon.
Macao—Per Sui Tai, 3rd Oct., 1.15 p.m.

Manila, Cebu and Iloilo—Per Kaifong, 3rd Oct., 3 p.m.
Singapore, Samang and Sourabaya—Per Pau-sang, 3rd Oct., 3 p.m.
Kobe—Per Tsimah, 3rd Oct., 4 p.m.
Singapore—Per Glenturret, 3rd Oct., 4 p.m.

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SHIPPING NEWS

MAILS DUE

German (Gadsden) 3rd inst.
German (P. Eitel Friedrich) 4th inst.
German (Prinz Waldemar) 13th inst.
American (Korea) 20th inst.

The P. & O. S. N. Co. s.s. Malta left Singapore for this port on the 30th ult., and is due on the 5th inst. at 5 p.m.
The Imperial German Mail s.s. Gneisenau left Shanghai on the 30th ult. at 4 p.m., and may be expected here to-morrow at daylight.

The Imperial German Mail s.s. Prinz Eitel Friedrich, carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on the 30th ult., at 8 a.m., and may be expected here on the 4th inst., at 10 a.m.

The s.s. Glenelg passed the Suez Canal on the 29th ult., and is due here on the 31st inst.
The s.s. Indramayo is expected to leave Manila to-day and is due here on the 5th inst.

The str. China, which sailed from this port on the 1st ult., arrived at San Francisco on the 29th ult.
The O. S. K. s.s. Canada Maru from Tacoma left Shanghai for this port to-day and is due on the 5th inst., at a.m.

The Tanyo Maru with U.S. mails is due here to-morrow between 8 and 10 a.m.

ARRIVALS

Surigiang, Br. s.s., 987, H. Matthias, 1st Oct.—Haliphong via Hoihow 26th Sept., Gen.—B. & S.

Tanaka Maru, Jap. s.s., K. Noda, 1st Oct.—Seattle, Japan and Shanghai 28th Sept., Gen. and Flour.—N. Y. K.

Bayern, Ger. s.s., 8,096, Bremer, 1st Oct.—Singapore 26th Sept., Gen.—H. A. L.

Yin-han, Chin. s.s., 1,079, C. West, 1st Oct.—Canton 1st Oct., Gen.—C. M. S. N. Co.

Glenturret, Br. s.s., 3,026, R. Webster, 1st Oct.—Shanghai 28th Sept., Gen.—S. T. & Co.

Siam, Nor. s.s., 992, R. A. Bians, 2nd Oct.—Singapore 26th Sept.—A. P. & Co.

Bombay Maru, Jap. s.s., 9,262, J. Tanaka, 2nd Oct.—Oct. 26th Sept., Gen.—N. Y. K.

Kaifong, Br. s.s., 987, J. V. Sidford, 2nd Oct.—Manila 26th Sept., Copra and Gen.—B. & S.

Triumph, Ger. s.s., 769, W. Langschwager, 2nd Oct.—Haliphong and Pakhol 30th Sept., Rice and Gen.—J. & Co.

Kostroma, Br. s.s., 1,000, P. Takereff, 2nd Oct.—Singapore 26th Sept., Gen.—R. V. Fleet.

Phraung, Ger. s.s., 1,021, Reher, 23rd Sept.—Bangkok 19th Sept., Rice and Gen.—B. & S.

Rajah, Ger. s.s., 1,272, Q. Roscher, 23rd Sept.—Protonile 23rd Sept.—B. & S.

Rheinfels, Ger. s.s., 3,512, B. Wayhausen, 29th Sept.—Poochow 27th Sept., Gen.—H. A. L.

Rubi, Br. s.s., 1,408, S. A. Crosby, 20th Sept.—Phil. Islands 23rd Sept.—S. T. & Co.

Sabine Rickmers, Dutch s.s., 675, D. E. Moore, 23rd Sept.—Ballast—A. P. & Co.

Samson, Br. s.s., 998, R. Peterson, 23rd Sept.—Bangkok 21st Sept., Rice—B. & S.

Sexta, Ger. s.s., 992, Jensen, 28th Sept.—Bangkok 19th and Swatow 24th Sept., Rice—Chinese.

Thosens, Br. s.s., 4,296, J. Barniss, 30th Sept.—Shanghai 27th Sept., Ballast—B. & S.

Tijmahi, Dutch s.s., 2,470, J. P. Scholten, 28th Sept.—Batavia and Sourabaya 16th Sept., Gen.—J. O. J. L.

Tijmanook, Dutch s.s., 3,610, N. W. Jansz, 28th Sept.—Makassar, Sugar—J. O. J. L.

Tientin, Br. s.s., 1,227, W. O. Jones, 20th Sept.—Wakamatsu 20th Sept., Coal—B. & S.

Voronej, Rus. s.s., 8,278, Oranowsky, 29th Sept.—Odessa and Singapore 23rd Sept., Gen.—M. & Co.

VESSELS IN PORT

STAMPS

Buyo maru, Jap. s.s., 8,247, Sagara, 28th Sept.—Mojl 24th Sept. Coal and Gen.—T. K. K.

Carl Diederichsen, Ger. s.s., 774, Ch. Jurgensen, 28th Sept.—Haliphong and Hoihow 28th Sept., Gen.—J. & Co.

Chitango Maru, Jap. s.s., 2,860, J. Goto, 27th Sept.—Manila 26th Sept., Gen.—O. S. K.

Chinkiang, Br. s.s., 1,220, Kay, 27th Sept.—Canton 26th Sept., Ballast—B. & S.

Chow Tai, Ger. s.s., 1,116, W. Rehe, 27th Sept.—Bangkok 20th Sept., Rice and Gen.—B. & S.

Daijin Maru, Jap. s.s., 890, Y. Yamaguchi, 27th Sept.—Swatow 24th Sept.—Gen.—O. S. K.

Devayongse, Ger. s.s., 1,067, E. Gathemann, 28th Sept.—Manila 25th Sept.—Ballast—B. & S.

Loongmoon, Ger. s.s., 1,276, W. Vogeler, 22nd Sept.—Sourabaya 12th Sept., Sugar—H. A. L.

Keemun, Br. s.s., 5,371, R. Conrad, 30th Sept.—Tacoma 5th Sept., Gen.—B. & S.

Kwonggang, Br. s.s., 1,428, Richard, 30th Sept.—Canton 29th Sept., Gen.—J. M. & Co.

Kyoo Maru, s.s., 401, K. Masuda, 24th Sept.—Takao, Coal—Ataka & Co.

Lucerie, Br. s.s., 4,160, J. Mathis, 25th Sept.—Mojl 20th Sept.—Gen.—Bank Line.

Lyeembon, Ger. s.s., 1,380, V. Pigrim, 25th Sept.—Saigon 21st Sept., Gen.—Chinese.

Magallanes, Br. s.s., 1,876, Adolf Trezabal, 25th Sept.—Manila 23rd Sept.—Jorge y Chin.

Monteagle, Br. s.s., 6,163, V. Davidson, 8th Sept.—Vancouver via Japan and Shanghai 5th Aug., Mail and Gen.—O. P. R. Co.

Pingpo, Br. s.s., 2,228, T. W. Pickard, 27th Sept.—Milio 21st Sept., Gen.—B. & S.

Nippon Maru, Jap. s.s., 3,452, A. G. Stevens, 23rd Sept.—Yokohama 13th Sept., Gen.—T. K. K.

Petchaburi, Ger. s.s., 1,804, O. Gosewisch, 24th Sept.—Bangkok 18th Sept., Rice—B. & S.

Pheumponh, Br. s.s., 1,065, Jas. H. Scott, 23rd Sept.—Saigon 23rd Sept., Gen.—Wo Fat Sing.

Phraung, Ger. s.s., 1,021, Reher, 23rd Sept.—Bangkok 19th Sept., Rice and Gen.—B. & S.

Rajah, Ger. s.s., 1,272, Q. Roscher, 23rd Sept.—Protonile 23rd Sept.—B. & S.

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